

of the urgent necessity for prompt and decisive action to prevent the disorganization and possible suspension of trade on the southern waterways of China.

I am, Sir,
Yours faithfully,
R. CHATTERTON WILSON,
Secretary,
To Messrs B. Murry, Esq., Secretary, London
Chamber of Commerce.

Hongkong General Chamber of Commerce.

Sir—It is with regret that the Committee of this Chamber have to bring to your attention the fact that the concession for the opening of the inland waterways of South China to a valuable point, but are also seriously hampered and restricting business generally.

I allude to the piracy on the West River and the condition of disorder and lawlessness which prevails in wide districts of both the two Kwang provinces. Bands of brigands, well armed with modern weapons, and possessing strongholds among the hills, make descents upon the villages and towns in the silk producing and other prosperous districts and either plunder the inhabitants or extort regular contributions from merchants and producers. Traders carrying produce to port of shipment and those returning with the bullion received there are robbed, and, if they offer resistance are shot or otherwise disposed of. Vessels of all descriptions on the river, from native junks to foreign steam-launches, are attacked and looted and in several cases murder has preceded robbery. Only recently as the schooner launch flying the flag of Portugal was boarded by a pirate craft, the master shot, the crew overpowered, and the vessel robbed.

It is perhaps hardly to be wondered that under such circumstances the wealthier inhabitants of those districts should be sending their money for investment elsewhere, or that the silk merchants at Canton should have given notice that there is some possibility that they may not be able to fulfil contracts for delivery of silk, the producers being afraid either to attempt its transport to Canton or to make the return journey with treasure of which they are so likely to be despoiled en route. Native merchants are, as a result, loth to enter into contracts for export and business threatens to come to a comparative standstill. The foreign steamboat companies, which have been plucking eggs from an upstart pioneer work on the West River, also find their earnings seriously curtailed by the operations of the pirates and banditti.

The British Consul at Canton has no doubt informed you of the condition of affairs in the two Kwang, and not improbably he has made you acquainted with the very unsatisfactory practice of the steps to be taken by the Viceroy to cope with predatory gangs who set the local authorities at defiance. The Committee trust that you may make such representations to the Tsungli Yamen as will lead to a determined effort on the part of the Provincial Government to put down the banditti and pirates, whose lawless actions, if continued, will render legitimate commerce all but impossible.

It is to be feared, however, that under the administration of the present Viceroy no really sustained effort is likely to be made to restore the sovereignty of the law in the provinces, and the Committee are of opinion that the most practical as well as the surest means of restoring confidence and safety along the southern waterways will be for Her Majesty's Government to employ a flotilla of boats of the *Sanitary* class to patrol the West River, with armed shallow-draft steam-launches to watch the creeks. The appearance of such craft in the waterways would be hailed with satisfaction by the native traders and merchants and need not excite official hostility, as they could act in conjunction with the vessels employed by the local Government, but withal, unfortunately, the mode is judiciously adopted for the work, and not infrequently go off duty to act as tugs for native craft. The number of gunboats and guardboats on the river has if I am rightly informed, been reduced. The above suggestion has been already mooted in telegrams despatched to London, and the Committee trust it will receive your approval and support.

I have the honour to be, Sir,
Your most obedient servant,
M. GRAY,
Chairman.

To H. O. Bax-Ironside, Esq., H.B.M.'s Charge
d'Affaires, Peking.

Hongkong General Chamber of Commerce.

Sir—I am directed to transmit to you for the information of this Chamber the Governor's copy of a letter addressed by this Chamber to Her Britannic Majesty's Charge d'Affaires at Peking on the subject of the disorders prevailing in the Kwang provinces (culminating on the 12th inst. in an engagement with the Imperial troops at Cot-Kow on the West River which ended in the complete defeat of the troops by the rebels) and the consequent derangement of trade on the inland waterways.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILSON,
Secretary.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

Hongkong General Chamber of Commerce.

Sir—1 beg to hand you herewith a copy of the letter addressed by this Chamber to Mr. Bax-Ironside, Her Britannic Majesty's Charge d'Affaires at Peking, on the subject of the internal disorders and lawlessness prevailing in the Kwang provinces and their effect upon trade generally and silk business in particular.

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the supply is limited, the price is governed wholly by the demand. If a man is willing, (he would not pay it if he were not) to pay a certain rental, the supposition is that the accommodation is worth the amount to him. If it is not, he withdraws and allows some one else who is willing to pay, to have the land simply letting his property go to the highest bidder.

Might I be allowed to ask, are you perfectly sure that the deduction at which you appear to have arrived at, namely, that the busses were a failure on account of the expense of keeping horses, and the smallness of the vehicles, is quite correct? Are there no more potent reasons for their failure. Let us for a moment study the question. Who are the people likely to use the means of transport between Causeway Bay and the City? Will it be Chinese? or an African? Do we find many Chinamen living on the Kowloon side and coming over to Victoria for business? How many Chinese live at the Peak? which you described as a barren waste until the Peak tram started. I think the answer to both questions will have to be "very few, if any," to both. And the reason is not far to seek. Chinamen, of course I am alluding to the coolie class, who are the cause of overcrowding, do not earn enough, even if they had the inclination, to pay a very small sum for the use of a vehicle. They would not really benefit by doing so.

I think I am right in saying that a Chinese flat can be obtained from \$10 to \$16 a month. The flat can comfortably (for Chinese) be divided into four, or even more, cubicles, in which a family can live, that makes the rent for one family, say four dollars a month, I believe I am reckoning very liberally. If this family now moved to Causeway-bay or elsewhere, where tram fare was needed, he would certainly have to pay some rent, say he saves half his rent, it would only leave him something for his family. This is not the only objection. The Chinese shops work pretty near from six in the morning to twelve at night, making the hours the trams would have to work terribly long, granted that the Chinese themselves would take a long ride before and after completing their day's work. We have no School Board here to worry the youngsters into school, and so the father of the family ekes out his pay by the small additions made by his wife and family. If he lived at a distance from the work, this source of revenue would be closed against him.

Perhaps it will be said that Europeans employed in the city would gladly avail themselves of quick and cheap transit if it were offered to them. Undoubtedly they would. But are there sufficient Europeans who could so avail themselves to make a tramway company a profitable investment? It must not be forgotten that there are only a very few Europeans in Hongkong. And most of them are under agreement for board and lodging at the establishments at which they are employed, leaving remarkably few who have to shift for themselves. Another and very grave consideration is that when land is newly opened on this island, that fever-invariably follows, it takes years before a locality becomes healthy for Europeans. I will only give one more reason for the failure of the busses and so an argument against the transport scheme as suggested in your paper. Railways have undoubtedly opened up countries and towns, to a smaller extent, localities, but the termini have always been flourishing business places before the transport of passengers was commenced. At present there are no two such places on the island.

I do not wish to sit down to all suggestions for the remedy of overcrowding and any person who helps to keep the question from being shelved, becomes a public benefactor, and so I hope that these few remarks of mine, will call forth the opinions of those who are in a better position than I am to speak on the subject. I may be accused of upholding overcrowding; allow me to state emphatically that I do not, but I believe the first step to reform is to fully grasp the nature of the difficulties to be overcome, and by opposing, and then, thanking you, Sir, for this encouragement on your valuable space, which I certainly do not claim as a right, but regard as a privilege.

I am, etc.,
PEDESTRIAN.

Hongkong, August 19th, 1899.

[Pedestrian appears to be highly indignant at our mentioning the fact that landlords aimed at DOLLARS. What does Pedestrian aim at, we should like to know? We do not think we are wrong in stating that from the highest to the lowest of the European community of the Colony their one object is DOLLARS. Hongkong is not a health resort, nor is it a fashionable watering-place. We come here to make money, or to try to, and we should, therefore, not be indignant when the fact is mentioned in our presence.—Ed., Hongkong Telegraph.]

WANTED—MUSIC.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR—Having read the letter of your correspondent "Nil Desperandum" in your issue of yesterday I should like him to suggest a few pieces of music which would meet with the approval of the officers, may be brought more in line with the wishes of the public. I should be glad too, if he would kindly mention a few of the pieces already played by the band which he considers rubbish, as this would conduce considerably towards the attainment of the desired result.

I am, Sir,
Yours faithfully,
C. E. BANCROFT,
Capt. Band Presdt.,
2nd Bn., Royal Welch Fusiliers.

Hongkong, August 19th, 1899.

[We hope that "Nil Desperandum" will now come forward with suggestions. The Band President of the R. W. F. has met him half way, and if he fails to send in a list of his selections, he can have no further cause for complaint, if cause ever existed.—Ed., H.T.]

THE INSANITARY CONDITION OF HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR—In the course of your interesting leader last night you advance good reasons for an increase of the staff of the Sanitary Board, which is admittedly wholly inadequate to cope with much less than the burden of an epidemic of plague, small-pox, or cholera.

In the course of their remarks at the last meeting of the Sanitary Board both Doctor Lowson and Mr. Osborne—who have personal knowledge of the subject treated—exposed the inadequacy of the staff and the serious evils resulting therefrom. Mr. Osborne also remarked that the conditions prevailing in the portions of the city where the Chinese of the middle and lower classes most densely congregate are such that the Sanitary Board are much less able to cope with the pestilence than they are able to do so.

Mr. Osborne is fully justified in making this statement. The crowded floors and in many houses all the floors are greatly overcrowded, as many as five or six families residing in a space where only half a dozen human beings should be allowed.

Here is apparently no proper check on the number of people allowed to live in the dark and stuffy ground floors and basements although the Ordinance passed in 1894 specially provides for the prevention of the accumulation of human beings in such places.

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shall be measured and a calculation, according to scale, be made of the number of people who can legally reside and sleep on the premises, such number of occupants to be placed in a position in such tenement (in Chinese and English) where it can be easily seen. This wise provision has been acted upon by the Board? No. Four years have gone by and the houses in which, in the crowded lands and streets in which the Chinese are packed like bees in a hive, the number, as prescribed, should be visible to the visitor are like angels' visits—very few and far between!! What is the reason for this apparent neglect? It is not far to seek when we are told by members of the Board that they have not sufficient men to keep the occupants or lessees up to their work in the simple matter of lining up twice a year. One of the Inspectors of the Board with whom I recently conversed—a man who has a very important district to look after—admitted that he has so many houses to visit that he can only look in at each floor or tenement about once in six weeks! Little wonder then that filth accumulates, that drain traps become defective, that gratings over down pipes are broken and not replaced, letting refuse go down and choke up the drains to the detriment of scores of people residing in the house and to neighbours.

Little wonder too that so-called private lanes (one of the greatest nuisances in the Colony) become blocked up with packing cases, piles of firewood, lumber, &c., thereby shutting out from crowded ground floors both light and air.

It is beyond question, Sir, that our Sanitary Staff is dangerously inadequate, and that there are scores and hundreds of ground floors now packed with human beings that should be closed up and be used in future only as store-rooms. They are not fit for 15 or 20 human beings to live in, being minus light and air.

If we are to be spared further visitations of plague, and its attendant loss of trade, quarantine, and misery resulting from the death of parents and breadwinners, then our Sanitary Staff must be considerably increased, the men must be properly paid (so as to avoid "inducements" to wink at irregularities), and the suggestions of the Sanitary Properties Commission should receive the earnest and prompt consideration of those whose duty it is to do all that lies in their power to root out and keep out the insidious foe that year after year attacks us, to the loss and detriment of all who have any material commercial interests at stake in this colony. Shipping, not house property, is the life-blood of the Colony, and this fact should not be lost sight of in tackling the grave question which is forced to the front by reason of the recurrence of epidemics of a deadly and loathsome disease.

Yours faithfully,
OBSERVER.

Hongkong, 19th August, 1899.

A SANITARY QUERY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR—In reading your issue of the 14th inst. I notice an article concerning a night-soil cooler, in which a Sanitary Inspector becomes his advocate.

Is it not altogether a new idea that a Sanitary Inspector should issue an order contrary to the Ordinances?

Now can any of your readers inform me if the community can issue orders of this nature? I should very much like to see some of your neighbours allowed to have that privilege for the coolies generally manage to wake up half the street before they get their work done.

I am,
Yours, etc.,
FAIRPLAY.

Hongkong, August 19th, 1899.

PUNJONG MINING CO., LIMITED.

The following is the report for July received from Mr. Bailey, the manager at the mines—

TANKONG.

Adit levels—A very little ore was mined from the adit level being got from the lower levels to keep the concentrating capacity of the mill running full time.

Level No. 1. (50 feet level). Crosscut No. 1.

Driven 1 foot, making a total of 166 feet, and discontinued.

North Drive from Crosscut No. 1.—Driven northerly 48 feet on good ore most of the way, varying from about 2 feet to about 10 feet in thickness.

Stope No. 1 was opened from this drive, here, and yielded some good ore. The ore deposits as developed by this stope were about the same size as those cut in the drive, and in both places irregular and unsteady.

South Drive from Crosscut No. 1.—Driven one foot, making a total of 88 feet, and discontinued.

Stope No. 2 was opened from this drive at crosscut No. 1, and yielded some very fair ore. This is the point at which Lode No. 2 was first cut and good ore passed through. This stope is not yet extended enough to prove how large a deposit of such ore there is at this place.

Crosscut from South Drive from Crosscut No. 1 was started and driven four feet on Lode No. 2, when it was stopped because of heavy ground and another crosscut was driven to the Lode at the same point started in the hanging wall, and driven 34 feet and discontinued.

Some ore was developed thereby but proved of low grade.

Crosscut No. 2, Westerly.—Driven six feet, making a total of 46 feet, and discontinued.

Level No. 2. (100 feet level). South drive from Crosscut No. 1.—Driven 22 feet, making a total of 41 feet from Crosscut on the Lode. It continues fairly well defined, and of low grade.

North drive from crosscut No. 1.—Driven 14 feet on the Lode, making a total of 39 feet. The ore is of good grade, and is fairly regular in development of the ground being very bad to handle, and to facilitate starting an uprise from this drive. The Lode showed well where the last work was done, having widened out to some five feet in thickness, the last samples assaying over an ounce five gold-pan ton.

North-west drive from shaft.—This is the drive mentioned as the northerly drive in March report. It was extended 24 feet. Some ore in a lode-like formation was cut, which proved of low grade and was not developed further yet, otherwise this drive was through country rock.

Uprise No. 1.—This was started from crosscut No. 1, on the Lode cut there, and put up 11 feet thereon. The Lode is varying in size and character, being from one and a half to three feet thick and of fair grade only.

Footwall crosscut was driven 3 ft. 6 in. from south drive from crosscut No. 1, to prove if we had all of the Lode there or not in the main drive. Nothing but country wall rock being cut thereon, proved we had.

Product.—Everything taken out from this drive, except the note from North-west drive from shaft and foot wall crosscut was sent to the mill to be treated.

Shaft.—Sinking this was resumed and 6 feet 6 inches sunk. This is and will be slow work because of the water the mine makes and of the considerable work being done at levels Nos. 1 and 2 for the small shaft and light equipment we have at this place.

SWAN.

No. 7 Adit level (formerly No. 3) cutting.—Driven 76 feet making a total of 190 feet. This is being driven to prove the mill, at the foot of which there are extensive outcrops of gold-bearing rock, and was very rich in gold-bearing rock.

One ton of gold was found in this drive.

Level No. 1 North Drive.—This was discontinued, the Lode or vein therein appearing of very little promise, and by so doing drive South at this point could be expedited.

South drive.—Driven 15 feet making a total of 143 feet from crosscut. This was driven all the way on the Lode or vein which is very well defined from 8 to 15 inches in thickness, sometimes solid quartz and at others of a rubby nature, assaying a few pennyweights per ton.

PREAN.

Shaft (No. 4 East workings).—This was sunk to a depth of 15 feet when work had to be abandoned on account of water, but it will be prosecuted further as soon as practicable. An exceedingly well defined Lode about 15 inches thick was developed here, the best defined by far of any Lode I have seen in this vicinity.

The last sample from the bottom of this shaft assayed, as heretofore advised, 1.02 1 dwt. 14 grs. fine gold per ton.

REDUCTION WORKS.

Part of our 22 stamps were run on headings and part and concentrator on Tankong ore equivalent to 29 days 5 hours, treating ore and yielding product as follows:—

Onk. Tank. Amalg. Bullion Tank. As. S. V. value.

Headings 1,744.5 390.8 152.63 0 11 55

Tankong 386.0 69.70 26.62 22 4 11 55

Total...1,305.5 460.50 179.25 22

125 tons of Tankong ore treated was from Lode No. 2 at Level No. 2 and the balance from sundry places in the mine, principally from Stope No. 1, Level No. 1.

Cyanide works.—These have operated a small part of the month when operations were suspended indefinitely. The final clean up was not finished but will be very little.

GENERAL.

Labour.—The supply of Chinese coolies for mining work is not very plentiful on account principally of the high price of tin attracting them to tin mining.

Water Power.—The rainfall was insufficient to give us water enough for power but part of the month, hence steam auxiliary power was required to be used in the mill part time.

Some work was done towards strengthening the dam and ditch from it to the water wheel at the mill.

Survey.—Making final permanent survey of the territory owned by this Company was begun.

Health.—Generally very fair, except in the Northern, or Bulkit Sarong section, where a little sickness prevails.

prospectively development work was done here, but no permanent reef or lode of value found.

SHIPPING REPORTS.

Captain J. Williamson, of the steamship *Chowka*, from Bangkok and Kohsiang, reports—Modest S.W. breeze to the Paracel, from thence to port light E.N.E. breeze and fine weather.

Captain Davis, of the steamship *Hainan*, from Tamsui, reports—Tamsui to Amoy moderate S.S.W. wind and fine cloudy weather. Amoy to Swatow and Hongkong same weather. S.E. swell. Vessels in Amoy—*Klukiang*, *Chefoo*, *Amoy*, and *Elizabeth*.

Captain Lunt, of the steamship *Fushun*, from Shanghai, reports—Left Shanghai on the 15th inst., at 5 a.m., fine weather with strong S.W. winds and S.W. swell to Turnabout. Turn about to this port, light S. and easterly winds and smooth sea, Barometer ranging from 29.8 to 29.80.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.755

Thermometer.....81.0

Humidity.....83

Rainfall.....13.482

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....29.82

Temperature.....84

Humidity.....72

Rainfall.....0.11

TO-DAY.

Saturday, 19th August, 1899.

Chinese—14th of 7th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 39min.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE.	THURSDAY, 24th August, at 4 P.M.
M. J. Currow.....	U.S.A. via KOBE and YOKOHAMA.	
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 24th August, at 4 P.M.
J. B. Murray.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 25th August, at 4 P.M.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 25th August, at 4 P.M.
E. W. Haswell.....	HAMA.	SATURDAY, 26th August, at 4 P.M.
FUTAMI MARU.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHIENTUNG and NAGASAKI.	THURSDAY, 31st August, at Noon.
HAKUAI MARU.....	ROBE and YOKOHAMA.	FRIDAY, 1st September, at 4 P.M.
M. Nishimura.....	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 5th September, at Noon.
HIROSHIMA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 7th September, at 4 P.M.
S. Yoshizawa.....		
MIKE MARU.....		
S. Kawanano.....		
WAKASA MARU.....		
J. B. Macmillan.....		

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 17th August, 1899.

A. S. MIHARA, Manager.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, HOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSSHIPMENT). Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE.....Pizzarello.....2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

731a]

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

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UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 5 & 6, Queen's Road Central.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

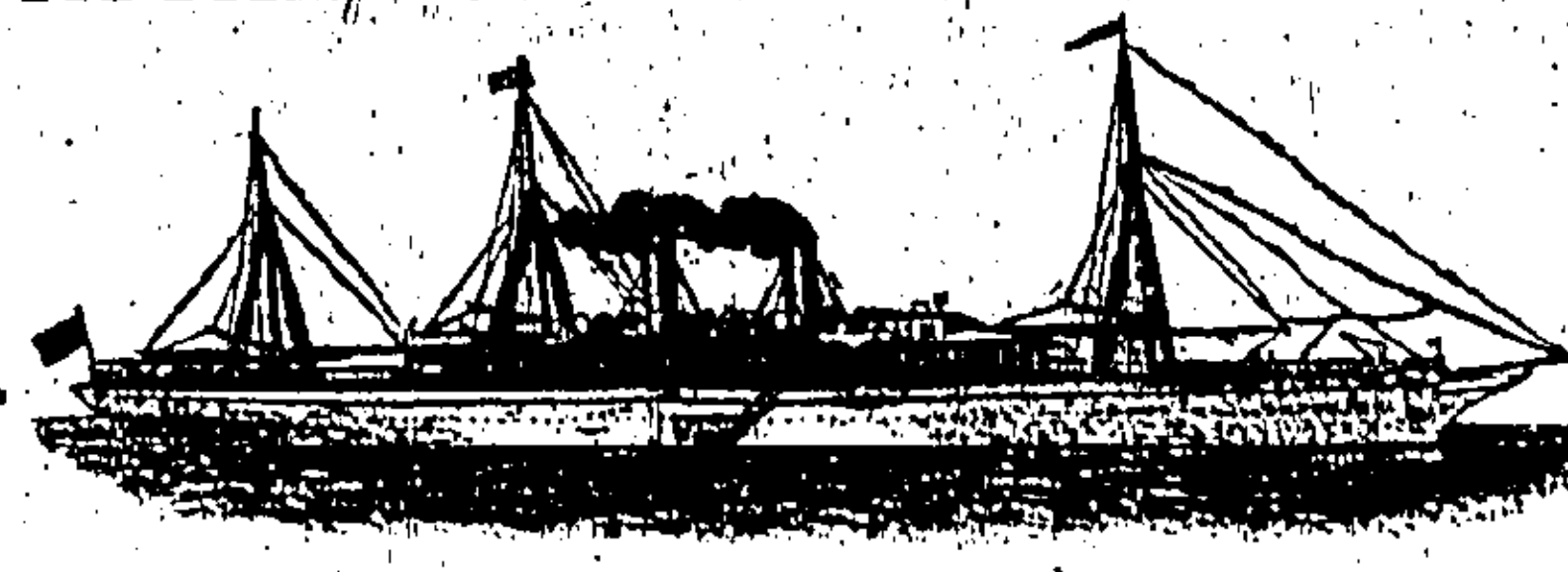
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. C. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Roder's Street.

Hongkong, 9th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE, have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1899.

SAILING VESSEL.

FOR NEW YORK.
THE 3/4 A. I. L. American Ship.

"CHALLENGER," shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co.
Hongkong, 28th July, 1899.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated company, HUMBER and GLADATOR CO., L.D.

DUNLOP CYCLES, BICYCLES—PRICE, \$150. A special reliable Watch made for this Climate. Quality B. 1899.

QUEEN'S ROAD CENTRAL, Opposite the Telephone Office.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia.....1,2837 J. Truebridge...Sept. 2
Victoria.....1,3502 J. Pantan.....Sept. 12
Glencliff.....1,3750 R. D. Jones.....Oct. 17
Tacoma.....1,2811 A. Dixon.....Oct. 21.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia.....2,961 Dobson...Sept. 13
Northampton.....2,874 W. A. Evans...Oct. 7
Lemah.....3,671 Williamson...Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.
General Agents.
Hongkong, 17th August, 1899.

"FOR THE GOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE.

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scabies, Scurvy, Eczema, Skin and Blood Diseases, Itchiness, Pimples, and Sore of all kinds. It is a never-failing and permanent Cure. It Cures Old Sores. Cures Sore Legs. Cures Rheumatism or Pimples on the Face. Cures Scurvy. Cures Ulcers. Cures Blood and Skin Diseases. Cures Glands and Swellings. Clears the Blood from all Impure Matters. From whatever source arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit attention to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles at 6d. each, and in case containing six bottles, the quantity sufficient to effect a permanent cure in the great majority of long-standing cases. ALL AGENTS, MEDICINE VENDORS throughout the world. Proprietors, THE LANCET and MEDICAL COURIER'S DEPT. CO., LONDON, ENGLAND. Trade Mark: A BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. "Worthless" imitations and substitutes are sometimes offered off by unprincipled persons. The words "Clarke's Blood Mixture" are printed on the wrapper, and the name "Clarke's Blood Mixture" is printed on the wrapper, and the name "Clarke's Blood Mixture" is printed on the wrapper.

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Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALBION.....	HAVRE and HAMBURG.	About 10th September.
Kaoh.....	(LONDON with transshipment in HAMBURG.)	About 20th September.
NURNBERG.....	HAVRE and HAMBURG.	About 30th September.
v. Binger.....	(LONDON with transshipment in HAMBURG.)	About 10th October.
SUEVIA.....	HAVRE and HAMBURG.	About 20th October.
Förck.....	(LONDON with transshipment in HAMBURG.)	About 30th October.
*SAVOIA.....	HAVRE and HAMBURG.	About 10th November.
Jäger.....	(LONDON with transshipment in HAMBURG.)	About 20th November.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

981] CARLOWITZ & Co., Agents.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, to embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra.....1,3406.....about.....Sept. 15
Belgian King.....1,3379.....about.....Oct. 15
Carnarhenshire.....1,3929.....about.....Nov. 15

THE Steamship

"THYRA," will be despatched for SAN FRANCISCO and SAN DIEGO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Valuable same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, China and India.

Hongkong, 10th August, 1899.

Hongkong, 10th August, 1899.

Hongkong, 10th August, 1899.

THE TYPHOON AT FOOCHOW.

FOOCHOW, August 12th.

The weather-telegram received last Saturday afternoon located the typhoon in the central part of the Formosa channel, moving N.W. This, taken in connection with our own falling barometers, indicated pretty clearly that there was no hope of our escaping altogether, but it was little thought that we should come in for the fury of the storm as we did. The preliminary gusts, with occasional smart showers, commenced at 3.30 on Saturday afternoon, and the steady severe blow set in between 5 and 6 o'clock, accompanied with heavy rain, gradually increasing in violence until the full fury of the tempest was attained. This appeared to be about 10 o'clock, and continued until daybreak, notwithstanding that the barometer rose a fraction at 4.30. After daybreak there was somewhat less pressure, and a gradual abatement took place during the succeeding hours. By noon, the gusts began to be light and infrequent, with intermittent light showers, and this memorable typhoon, the worst in the recollection of any resident here, passed away.

The night of the 13th August, 1899, will be long remembered by the community especially by those whose houses were in exposed positions. Some of the residents never went to bed at all, and sleep was out of the question with those who did, for what with the howling of the wind, the rattle of windows and ventilators and the crashing of falling tiles, rest was impossible. The night was spent by some in moving furniture and valuables from rooms in which the ceilings had given way under the deluge of rain pouring in through the roofs, and in many a household mothers and servants were out of their beds seeing what extra precautions might be taken to save their property from damage. It was indeed a night of unrest and anxiety. But the sufferings of those who fared worst in Foochow were light in comparison to those of many on the Kuliang hills over which the typhoon swept with merciless force. While the majority of the houses were rendered uninhabitable some few were wrecked altogether, the inmates being blown forth in some cases ladies with infants in the dead of the night, to face the fury of the storm, in search of shelter. If a neighbour's unwrecked house was reached it was found to be already overcrowded with refugees. Less fortunate seekers after shelter passed the dark morning hours in native huts or cow houses. The newly-built Church became a complete wreck. As a minor detail in connection with the general discomfort it may be mentioned that the gentlemen who journeyed up on Saturday afternoon met with very unpleasant experiences before they reached their homes. Their progress against such a wind was necessarily very slow and darkness had set in before their journey's end. One was blown off his legs and others might have been had they not crept up the roadway on all fours. And then when Sunday morning came and a party thought they had had enough, and more than enough, of Kuliang for the time being, they essayed to return to Foochow, but found the stream over which they had to pass at the bottom of the hill so swollen with the torrent as to render it impassable and they had to climb the hill again and remain there until the following day.

The damage done to property is very considerable, so much so that the cost of repairs is at present incalculable. Scarcely a house, godown or residence has escaped, without mentioning walls, and bunding on the river-side. Several junks and four launches foundered, and it is said that nearly two hundred sampans were smashed up. The loss of native life is reported to be great, some few occurring through falling buildings and many from drowning. All the low-lying country and paddy-fields were submerged, and it is feared the growing second crop of rice will have suffered to some extent. Accounts from Pagoda and Sharp Peak report that the injury done to property at those places is comparatively small.—*Edna.*

LOSS OF THE BARQUE "KITTY."

THE CAPTAIN AND HIS WIFE AND FAMILY DROWNED.

The British barque *Kitty*, owned by Messrs. Hopkins, Dunn & Co., of Shanghai, and bound from Newchwang to Amoy with beancake founded about 3 a.m. on Monday 7th August, during the recent typhoon some thirty miles north-east of Amoy. The master, Captain James Muher, a well-known seaman, carried his wife and nine children. The crew consisted of a foreign mate and nineteen Chinese, and of the ship's company only the boatswain and nine hands are saved. The boatswain's statement of the loss of the *Kitty* is that on the morning of the 5th they encountered very bad weather when some eighty miles from Amoy, and expecting a typhoon, the Captain hoisted the ship to. At the time the weather was very thick. A terrific sea sprang up and, the ship giving violent lee lurches, the cargo shifted, and put the vessel in a perilous position. In the evening the Captain ordered the mate to cut away the storm mast, and as the weather was so bad there was no possibility of trimming the cargo, and the ship was out of command. Unfortunately, when the masts went over the side, they smashed all the boats but one and tore the deck planking, so that the water began to find its way below. All Sunday the ship tumbled about terribly, and the decks were not approachable, nevertheless hopes were entertained that a coasting steamer would have in sight, but nothing was seen however a native sail or two running off to sea. At 2 a.m. on Monday the action of the vessel told them that the end was near, sea after sea poured on board and each left the vessel with less freeboard. An hour afterwards the Captain advised the men to get into the launch by the life boat which was lying on the starboard bottom, launching her being out of the question. The captain put his wife and two children in the stern of the boat, and almost immediately afterwards the mate and his family were in the launch. A number of the men were injured and knocked senseless by the inrush of water. However, the tank-lashed boat got away clear with the Captain, his wife and two children, and a number of the Chinese, whilst others clung to the life-line outside. The darkness was intense, but by the occasional phosphorus created by the waves, other members of the crew were seen clinging to bits of wreckage. But the boat was unmanageable, the oars had been washed out of her, and before many minutes she got broadside to the trough of the sea and turned over, each time dropping one or two of the occupants. Almost the first to disappear was the Captain's wife, and shortly afterwards the Captain himself. The Captain's children, a little boy and girl, were supported by the Chinese, but finally, about 5 a.m., were washed from their grasp, the lucky fellows being almost too exhausted to save themselves. At break of day the weather moderated, and with it the sea, but the survivors were helpless, and in a sad plight, having been without food or water for two days. Their only hope lay in the passing of a steamer, which, about noon, was their good fortune. The H.M.S. *Albatross*, Capt. Knolly, had, owing to stress of weather, put into Amoy, and the typhoon being past, had left that morning for Shanghai. About noon, some fifty miles N.E. of the spot, the officer of the *Albatross* sighted a boat with seven men, including the boatswain, attempting to climb a rock. The boatswain called to him, and they were seen to be struggling.

ing to some pieces of wreckage. All were promptly got on board and Capt. Knolly, thinking there might be other survivors in the vicinity, cruised round and made a thorough search but without success. The men were brought out to Shanghai and are loud in their praise of the treatment they received on board. The mate went down in the ship, refusing to leave his cabin. The *Kitty* was an iron built ship of 80 tons built in Amsterdam in 1856, and has been many years on the coast of China.—*N. C. Daily News.*

(Published by Arrangement.)

A SISTER'S LIE.

BY KATHARINE S. MACQUINN, Author of "At the Red Cross," "Appledore Farm," "In an Orchard," etc., etc.

[COPYRIGHT.]

PART I.

There was a sudden roar in the bay; each time the long roll of water fell thundering on the stones it receded farther and farther from the beach, till at last a broad crescent of dark sand, edged by a row of terrible rocks, lay between the shingle and the sea. The jagged edges of the rocks—"iron teeth," the fishermen of Audiere called them—had wrecked many a humbler craft, when, ignorant of danger, their crews had tried to make the haven, or had been driven by stress of weather on to the inhospitable shore. Strange stories were still told by the old people of Audiere, of wrecks and of plumes gathered together in former days; it was even darkly hinted that lives had been quenched for want of timely succour, because "deadmen can tell no tales."

Near the projecting point that ends the bay on the north a girl stood on one of the rocks bending forward towards the sea. The yellow basket slung behind her showed vividly against her black gown, and told that she was in search of prey. She pulled up her short skirt in front till it fell scarcely below her knees; her wooden sabots lay behind her on the sands. The rough rocks hurt her rosy feet, but Yvonne Carhaix had set her mind on catching a dish of crabs, and the pain she felt was willed aside as something too petty to be thought of compared with the success of her hunt: her large dark eyes glowed with excitement as she spied creeping under the rock a crab three times as big as any she had caught. Instantly she bent her supple body until she seized the victim—seized it so suddenly that the creature's attempt to pinch her slender fingers proved ineffectual.

Yvonne straightened herself and stood erect, lightly poised on the dark rock; her slender willowy figure swayed as she pulled the basket round, opened its lid, and dropped in the crab among his smaller brethren.

Then the girl clapped a hand on each side of her waist and stood half turned from the sea, her bright saucy face with its clear skin, its great dark eyes and small red mouth, in full view of the shore; her rich brown hair was hidden by a mauve cap, and only showed in long tendrils behind her ears.

Two men lay on the beach; they could see Yvonne, but a fishing-boat hid them from her observant eyes. The older man's hair reached to the shoulders of his jersey, and a straggling lock fell over his keen dark eyes; his young companion was fresher looking, he wore the neat rig of a Breton sailor, his hair was closely cropped, and he was clean shaven. Jules Kerdou had come over to spend a two days' holiday with his uncle Pierre, the fisherman.

Yvonne's fellow-traveler in costume and the glow of health on his honest face did not match with the pathetic gaze he kept fixed on Yvonne; he had the dreamy far-off look of a Breton, a look which seems in sympathy with the heart-broken lament found in Breton ballads, and in the wailing tones of the bagpipes.

"How long has she been at Audiere?" Jules nodded towards the girl on the rocks.

Old Pierre's narrow eyes gleamed suspiciously at his nephew, and he took his blackened pipe from his lips.

"How do you know she has not always been here? Do you know Yvonne Carhaix?"

"Yes, I knew her last year at Morlaix." Jules' voice sounded sad.

The old man raised himself on one elbow. If he had known of this folly, he thought, the lad might have spent his holiday in Brest; but Pierre was wise, Jules had never kept a secret from him, all in good time he would tell his trouble.

The young fellow turned his back on the sea with a sigh.

"I was a fool to come here, uncle. I knew the grandmother lived at Audiere, and I had vowed I would never again look at Yvonne; but all the time you have been smoking I have been feasting on the sight of her. Yes, I saw her at Morlaix, she was as gay as a butterfly then; she had left her convent at Dol, and was staying with an aunt before she went to live with her grandmother."

You used to laugh at me, uncle, because I said women were angels. I saw Yvonne at the fair with her aunt, Nicole Martin, who used to live at Brest; you remember?" Pierre nodded.

"Uncle," Jules went on earnestly, "when I saw Yvonne's starlike eyes, her mouth made for kisses, her pliant figure, I was conquered, and I wanted her for my wife."

Pierre had scornfully shrugged his shoulders, but the tender sadness in Jules' voice touched him against his will.

"You made a fool of yourself, eh?" he said roughly.

"I suppose so. I spoke to Madame Martin, and she said, 'You must tell Yvonne; it is not the way in which such a thing should be done, but this is not an ordinary case. If Yvonne goes to live with her grandmother you will not have a chance with her. Yvonne's grandmother is a terrible old woman.' Do you consider Madame Carhaix so terrible, uncle?"

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only beat for him who has a key to it; Yvonne's heart had been hard for she has to hold her own against her grandmother. I mind years ago, poor Babette, who went to live with her (Babette was an orphan, Madame Carhaix's ward), Jean Carhaix loved the girl, and told his mother he wished to marry her when he came back from the fishing. As soon as he was away at sea, Madame Carhaix testified that Babette was insane, and she was put in the madhouse at Quimper; and when Jean came back he learned that Babette had died mad. When Yvonne can be of no further use to her grandmother, she will have to marry Mathurin, the rich farmer of Pont-Croix.

"But Mathurin is old; will a girl like Yvonne consent to marry him?"

Pierre smiled.

"Saint Yvonne! How can she help herself? Mathurin wants her; when he had seen her once, he said he would like her without a portion. I have been told he looked again over his shoulder and sank his voice to a whisper—'that the old woman has already made a will leaving all she has to Gildas, the girl's brother.'"

But that against the law, Jules said stoutly. Pierre slowly shook his head, and stuck out his lower lip.

"Gildas will one day, can you not see, that if the girl marries Mathurin, she does not need a portion, and if she refuses to marry him, being underage, her grandmother can disinherit her for contumacy? The old woman scores either way, and so will Gildas."

"I have seen Gildas," said Jules, "why does he not work? He goes about with vagabonds."

"He will be a vagabond to the end; his grandmother gives him all he asks for."

Neither of the speakers had seen Yvonne leave the rock. She slipped quickly up the single path, the crunch of her footsteps made both men look round.

Yvonne nodded and smiled brightly at them. The sight of Jules, at whose love she had laughed so mockingly, did not even deepen the bloom on her cheeks. She bent her head as she toiled up the long flight of steps to the quay, but only while she climbed them; when she reached the top she walked on fearlessly, with head erect, towards her grandmothers' house.

"Silly fellow," Yvonne thought, "does he want to be laughed at again; as if I could love anyone but Gildas!"

Madame Carhaix's house, just outside Audiere, was of a fair size; it was chiefly built of clay, and the roof was thatched; cocks and hens crowded and clucked on a large dung-hill beside the entrance door, the arched top of which was open. Yvonne unfasted the lower door and went in.

On each side of the broad hearth at the end of the long low room was a dark oak settle, and Madame Carhaix, in a black gown, with every vestige of hair hidden under a borderless white linen cap, sat on one of these settles, frowning at a half-burnt log; her large carpet-slippers feet stuck out in front on the hard mud floor. A cat, filled with hams, loaves, and other provisions, reached just below the raftered ceiling from one end of the long, dark room to the other. Opposite the one window was an enormous wardrobe, wide as a door and brass-mounted doors, and on either side of these were square holes in the walls, with box bedssteads within; at the corner, opposite Madame Carhaix, was a dark wooden rack filled with steel forks and metal spoons.

It was not possible to believe that Madame Carhaix had ever possessed the girl's peach-like bloom or her fresh red lips and large shining eyes, and yet Yvonne was like her grandmother.

The old woman did not glance round, but she looked yet more angry for taking possession of the room, and she said to the girl, "Always idling," she said between her set teeth; "to-day your idling has made you miss Monsieur Mathurin."

Yvonne tossed her pretty head; her tongue had learned some check since she came to live at Audiere, but the name Mathurin made her defiant.

"I expect I shall survive the loss," she said coolly.

"Spawn of the evil one," the old woman muttered, and her eyes gleamed with hatred. If she had been able to see swiftly from the settle, she would have shaken "the insolent devil," as she called Yvonne. Madame Carhaix had all her life fiercely exercised her will on those within its reach; those who had tried to thwart her had come to an untimely end; and now this child whom she had taken out of pure charity, whom she could have left with the nuns at Dol, mocked at her and defied her because infirmity had weakened her.

She had had two good reasons for taking possession of the room, first, because the girl wished to stay with the nuns, and next, because she had determined not to portion her granddaughter; she meant her darling grandson, Gildas, to inherit all she had to leave. Monsieur Mathurin, the rich farmer of Pont-Croix, had asked Madame Carhaix to find him a young wife, and she promised he should have Yvonne as soon as she had taught the girl to keep house. This meant that she should keep Yvonne till Gildas married; when he brought home a wife, then his sister must go to Pont-Croix.

"You can choose, you limb of Satan," the old woman growled. "If you continue to flout the worthy man, he will tire of asking for you; I cannot afford to portion you, and you will end your days in the poor-house."

Yvonne went on counting her crabs.

"Crab beast," she said, "I shall not squeeze the life out of that little one, I will not let you, nasty thing, I am twice as nimble as you are."

"The old woman understood; she sat quivering with rage; but before she could speak the door was flung open, and a young fellow came heavily into the room."

The new-comer was like Yvonne; he was handsome, but the lowering expression on his forehead and the scowl round his mouth were not to be seen in his sister.

Gildas nodded to the old woman, then he turned to Yvonne.

"Here, Yvonne—before his grandmother he always spoke roughly to the 'child,' as he called her—come quick with your needles, there's a loose stitch in my jacket."

He pulled off the heavy garment, and pointed out a tiny bit of red and yellow embroidery that had loosened from the dark blue cloth.

Yvonne took up the jacket and examined the little rent; she wondered why Gildas was wearing his best clothes, for besides the embroidered jacket usually worn only on high days and holidays, he had on his plainest *dragoun*, and he wore them his newest black stockings, and his leather shoes. Yvonne did not ask questions; she was on the alert to save her brother from any chance outburst of the old woman's anger; the girl too well knew what that could be.

She went up a sort of step-ladder to fetch her tin. Her bedroom was only a loft with an unceilinged roof and a floor of planks set far apart; there was a hole in one corner, and sounds from below could be distinctly heard; to-day there was silence, except for an occasional growl from Madame Carhaix. Yvonne preferred a straw mattress on the floor of this loft to one of the box-beds in the room below, near her snoring grandmother.

The girl came down the ladder; Gildas stood waiting for her, but the narrow passage was

closed the door of the room he had left and held up his hand warningly.

"Chut," he whispered. "The room was only an excuse to get you alone." Yvonne put both arms round his neck and kissed him. He whispered as he returned her kiss: "I say, little one, where does grandmother keep her money?"

Yvonne stared at him.

"Why do you ask? It is nothing to you."

He smiled, and Yvonne thought he looked beautiful.

"You little lump of suspicion. Do you fancy I want to help myself? You forget that this has always been my home; I only asked to see whether you had found out, you little goose."

The old woman sits on that settle by day, and at night she puts her clothes on it; when I come home late, I see them there while she lies snoring fit to wake the dead."

"I did not know the place till last Friday," Yvonne said. "I was in my loft, and I thought I heard old Mathurin's voice, so I looked through the hole in the floor," Gildas frowned.

"You pry, do you? Shh on you, sister; I will tell grandmother to make you sleep in the cow-house."

Yvonne did not feel ashamed, though she reddened at his taunt.

"I do not pry," she said, coolly; "I only peep and listen when that old man comes; the good nuns would say I have a right to know what is planned about me. When grandmother calls me down to see Mathurin I creep out of the loft window on to the big bough that crosses it, and I stay there hidden in the heart of the chestnut tree till I see him drive away."

No, Gildas, I do not pry, the hole in the floor is as big as your head, and on Friday when I looked I saw it was not Mathurin, it was a hen from Quimper; she had brought money for grandmother's chickens, and after she went, she opened the settle, took a little bag out of the box, and put the money in it."

"The hole in that floor must be mended," Gildas muttered to himself. "New look here, little one, I was telling you, though I have a right to take money or anything else; I suppose you know I am master here, everything is to come to me when she dies. I want something now, however, which you can give me."

"What do you want?" the girl said drily. She loved Gildas dearly, but she feared her vagabond friends would some day lead her darling brother into trouble.

Gildas stood listening; then he opened the door of the cowhouse which faced the step-ladder, pushed his sister in before him, and then closed the door on them both.

"See here," he said, carelessly; "I am going on a journey, and I shall need food, two or three hams, a skin or so of lard, some butter, some bread and cheese—there are stores of cheese in that old cellar, you may as well give me some now."

"Of course," Yvonne will give you all you want if you have grandmother's leave, if not I will give you a ham and a loaf, and a bottle of wine."

He pulled off his hat and made her a mocking bow.

"Much obliged, little one, that would be a satisfying provision for five hungry and thirsty men."

Yvonne looked sad.

"I had best not give you any, I may not feed strange men at grandmother's expense."

"Little fool, you always mistake jest for earnest."

"Yvonne, Yvonne," was called shrilly from the passage, and Gildas had to let his sister go.

Yvonne walked with the feeling that she had slept more soundly than usual; her grandmother had yesterday sent her on an errand to Primelin, a village not far off, but Yvonne had been a long time absent, and Madame Carhaix had scolded her for her delay. The girl had taken the rebuke silently, for she had delayed so that she might visit the church of St. Tugan; Yvonne wanted to see the saint's tomb, which when touched were said to be an infallible remedy for toothache. On her return she was surprised to find that in her absence her bedroom floor had been roughly mended; when she walked this morning, she fancied she had slept sounder from the quiet thus ensured.

She went down the ladder, singing softly to herself; the front door was standing wide open. Gildas had gone away before supper, and the girl had closed the door when she went to bed; it was never latched only shut close. The door of the room was also open. Yvonne did not at first notice her grandmother; her eyes fixed themselves on the provision rack; last night it had been full of hams, loaves and other eatables—now only, two skins of lard, some bunches of soup herbs, and a few stale *galettes* hung there.

The little wine cupboard in the wall behind the settle stood open and empty; the girl was utterly bewildered; with starting eyes, and open mouth, she turned slowly to Madame Carhaix.

The old woman's harsh voice broke into her surprise.

"You need not act astonishment, Yvonne; you are more clever than I thought you." Then she went on fiercely, "You little fool, do you think you can deceive me? Do you think you can plunder as you please, you and your confederates, and escape punishment? When I saw the door left open I thought you had at least consulted your own safety and run away, little thief!"

Yvonne had stood staring; now she said in a dawning sense, "What if I told grandmother; you cannot mean to say I have robbed you?"

The old woman straightened her bent figure as she stood in the middle of the long room.

"You will see presently what I think; you will not have time to wait."

Her eyes gleamed cruelly and Yvonne shivered; she had heard Babette's terrible story, and how the poor girl had died, shut up by her grandmother's order, in the madhouse at Quimper. Yvonne thought Madame Carhaix must have been made to bring this accusation against her.

"How can I know anything about it?" she asked gravely. "I went to bed before you did, I shut the door close."

"Bah! you think because I am old and infirm, that I am also imbecile; I crafty one; I see now what delayed you yesterday, you took all that time to plan your robbery."

Yvonne shook her head.

"I am innocent," she said. "I know nothing about it."

Madame Carhaix was looking at the door, and Yvonne heard the sound of approaching footsteps. For a moment a wild idea of flight came to the girl.

"There is a way out of this," her grandmother said. "I am always just; but I prefer to keep clear of disgrace. Promise to marry Monsieur Mathurin without further delay, and I will forgive you."

Yvonne looked stormily at her.

"You cannot forgive me an offence which I have not committed," she said stoutly, "some vagrant has come in, and has stolen your provisions."

The old woman's eyes gleamed again as she answered.

"Liar, would a vagrant have known where to find my wine, my precious Bordeaux, the gift of Monsieur Mathurin himself? Would a vagrant have known where to look for the little bag of money kept in the chest beside my straw mattress on the floor of this loft to one of the box-beds in the room below, near her snoring grandmother?"

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"Yvonne thought, 'If I do, I should be delivered from your tyranny,' but she called up the fanner's greedy face and her dislike conquered."

"I am sorry, grandmother, I cannot marry so old a man, and—and I do not like Monsieur Mathurin."

Madame Carhaix turned away with a curse.

"Come in, come in," she cried in a shrill voice. "Why do you delay? Come in, and arrest the thief!"

It seemed to Yvonne that the room was going round, and that her sight was blurred by a mist; through it appeared the figures of two gendarmes who marched up to her and one on either side took possession of her wrists.

She freed her right hand with an impatient wrench from the grasp of the younger man, who thinking it a shame a pretty girl should be hardly dealt with, had only taken a slight hold; the other gendarme frowned at Yvonne, and gave her a little shake.

"Attention," he said, "whoever offers resistance to the execution of a legal arrest is unwise, to say the least of it. Be quiet, child, I shall not hurt you."

It seemed to the girl impossible that so unjust a charge could be made against her; she was very pale, but she spoke out firmly:

"What are you going to do with me?

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on MONDAY, the 21st instant, at Daylight.
Freight to be taken on Board on SUNDAY, the 20th instant.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 18th August, 1899. [1026a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.
The Steamship

"INDRALEMA,"
Captain Baker, will be despatched as above on MONDAY, the 21st instant, at 3 P.M.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th August, 1899. [950a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's New Steamship

"DIAMANTE,"
Captain G. A. Taylor, will be despatched for the above port, on MONDAY, the 21st instant, at 3 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 17th August, 1899. [1023a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"
Captain H. Kirchner, will leave for the above ports, on or about WEDNESDAY, the 23rd instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th August, 1899. [1043a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN,"
Captain R. Heinze, due here with the outward German Mail about the 22nd instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th August, 1899. [1043a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain Davies, will be despatched as above on THURSDAY, the 24th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th August, 1899. [1046a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"
Captain Towell, will be despatched as above on SATURDAY, the 26th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th August, 1899. [1033a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"
Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th August, 1899. [1036a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"
H. Harris, Commander, will be despatched as above on or about the 5th September.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 17th August, 1899. [971a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO. - HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

The Full-powered Steamship

"PISA,"
will be despatched as above on or about the 7th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 16th July, 1899. [938a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

The New Steamship

"PING SUEY,"
Captain G. de la Perrelle, will be despatched for the above port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 9th August, 1899. [1020a]

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
The British Steamship

"GAZEER,"
will be despatched for the above port on or about the 21st August.
S.S. "ARGVILL" will sail about the 3rd September.
S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th August, 1899. [908a]

Consignees.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 14th August, 1899. [5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENMOHR" FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th August, 1899. [1032a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM GLASGOW AND LIVERPOOL.

THE Company's New Steamship

"PINGSUEY,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 16th August, 1899. [1044a]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex S.S. *Australia* & *Arabia*.
From Australia, ex S.S. *Britannia*.
From Persia, Gulf, ex B. L. S. N. and B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th August, 1899. [1155]

Intimations.

PRIVATE BOARD AND RESIDENCE, 160, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [853a]

LETTER ALL COME

YEE CHUN'S STUDIO

at No. 10, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS are taken and executed in the most artistic manner.

Hongkong, 16th May, 1899. [1099a]

Intimations.

THE MUTUAL STORES

(SUB AGENTS LIPTON LIMITED),
28, 28 & 30, POTTINGER STREET, HONGKONG.

"SILVER SHIELD BRAND"

AMERICAN CANNED FRUIT.

JUST ARRIVED.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

Hongkong, 1st August, 1899. [138a]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAN BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

SIEN TING,

SURGEON DENTIST,

No. 10, PAGULAZ STREET.

TERMS VERY MODERATE.

Hongkong, 27th September, 1898. [43]

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. L. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN 1st HOU, Road.

[I am now in a position, in his New and Commodious Premises, to eclipse as heretofore ALL PHOTOGRAPHIC ART PERFORMED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.]

Hongkong, 22nd September 1898. [45]

BOURE FOR ASTHMAH GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from oppression in breathing, with sensations of heaviness, and loss of voice, Nervous coughs, Laryngitis, Croup, Whooping Cough, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectorations, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, 144, rue de Valenciennes.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned physicians prescribe Matico as the most active and at the same time the most innocuous remedy in the treatment of tubercular and chronic diseases of the lungs, kidneys, liver, and the mucous membranes of the throat.

Matico Injection is used in recent tubercular affections of the lungs, and Matico Capsules in chronic cases.

Hongkong, 1st May, 1899. [1099a]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

KELAT, British ship, John Hughes.—Standard Oil Co.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs POWELL & Co.) to which address all communications should be addressed.

ETN. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs MELCHERS & Co.)

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st June, 1899. [112]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to Comptroller, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H" c/o of this Office.

Hongkong, 17th May, 1899. [604a]

EXCHANGE

Hongkong, 19th August.

ON LONDON, Telegraphic Transfer 1/11 1/2

Bank Bills on demand 1/11 1/2

Credits, 2 months' sight 2/04

D'cents, 4 months' sight 2/04

ON BERLIN, Bank Bills on demand 2/01 1/2

ON PARIS, Bank Bills on demand 2/01 1/2